

Evening Ledger

PUBLIC LEDGER COMPANY
CYRUS H. K. CURTIS, President
Charles H. Lodington, Vice President
John C. Martin, Secretary and Treasurer
John H. Williams, Directors
EDITORIAL BOARD
Cyrus H. K. Curtis, Chairman
F. H. Whaley, Editor
JOHN C. MARTIN, General Business Manager
Published daily at Public Ledger Building, Independence Square, Philadelphia.

THE AVERAGE NET PAID DAILY CIRCULATION OF THE EVENING LEDGER FOR JULY WAS 191,000.

Philadelphia, Thursday, August 17, 1916.

Virtue alone outbids the Pyramids; Her monuments shall last, when Egypt's fall.—Young.

Is the Penrose ferry so called because the senior Senator is so successful in putting things over?

Teuton enthusiasm for Poland's independence becomes more pronounced the harder the Russians push.

It is good news, if justified by the facts, that the infantile paralysis epidemic has reached its crest and is now subsiding.

The progressive faction in the Society for the Prevention of Cruelty to Animals is not supposed to be protesting against torturing the bull moose.

Things are sometimes so old that everybody thinks they are new. We note, for instance, a reference to "America First" in the New York Columbian of 1816.

Now that the limit on the weight of fourth class mail has been raised to 50 pounds for all zones, it is possible to send to the boys in Texas all the good things that are good for them.

When thirty for a cocktail don't drink for an hour and then take water, is Judge McMichael's advice to tipplers. But suppose a man can't wait an hour; may he not drink water any sooner?

The Bureau of Municipal Research wants to know if Philadelphia is always to be the "goat" in the Parkway matter, and emphasizes its point with a fine array of figures. The answer to the question seems to be yes. There is no answer to the figures.

A silly bank run provided a spectacle yesterday and dwindled away when the business men of the neighborhood began an equally impressive run of deposits. The run is interesting as a phenomenon, purely. It is an indication of how futile are the efforts of reason in the human carnival when something really important is at stake.

To show their impartiality, the British have begun to blacklist South American firms having German connections. Yet it is not a crime for a citizen of a neutral nation to do business with Germany. When the time for reckoning comes, Great Britain is likely to discover that she has accumulated a big load of liabilities which it will not be easy to discharge.

The city can take what land it needs by the right of eminent domain, but when the land is black and broken up into small pieces for burning in furnaces it is powerless, according to the City Solicitor. How would you like the city to go into your cellar and seize your coal in order to get enough to run the pumps at the water works? The local government should surely be as forehanded as the prudent householders.

Just what is the meaning of the voluminous reports printed since the beginning of the week concerning the progress of the Entente offensive? Those reports could have been held up, in most cases, at London. Yet they were allowed to come through virtually uncut, and their tenor is singularly monotonous. There is no chance of breaking through, the offensive have reached the point of stagnation, there is no danger to Germany. The only thing left to chance is a grave disaster to Germany on the eastern front. The similarity of these reports, their prejudice in favor of Germany, the suddenness with which they all arrived, are all suspicious. It looks very much as if the London press bureau is preparing to "plant" something. Perhaps this something is enthusiasm over fresh advances reported today.

An unfortunate concomitant of vice inquiries is the spreading of an exaggerated sense in the community of its own wickedness. On a per capita basis there is probably a greater percentage of persons living immoral lives in small towns than in great cities. The big city draws the most successful and ambitious men and women from the country districts into an atmosphere of keen competition which the rural community does not provide. There is neither time nor energy, however much opportunity, at the disposal of the hard-working city dweller to give to dissipation. The vice of cities are really the prerogative of a special class, the fallures, where in rural life it is too often true that the successful people, as well as the fallures, succumb to excess "because there is nothing else to do." Especially is this true of hard drinking, of which there is a great deal more among the well-to-do of towns than of cities. Half a dozen places around the fifty thousand mark in Pennsylvania seem to have varied with each other to be known as "the worst town in the State."

The very fact that vice inquiries are undertaken in large cities so much more often than in small ones is, perhaps, the best proof that there is a more constant demand for a keeping up of the moral tone in the more populous and more active communities.

THE PUBLIC IS THE GOAT

The immediate danger in a nationwide railroad strike is the paralysis of traffic and the resultant menace to the lives and business of the people. There are some things inherently so awful that we believe they simply cannot happen. But they do happen, as did the great catastrophe in Europe. Nevertheless, in the present crisis there is reason for hoping that the President, through the vast powers resident in him, will be able to avert the threatened calamity, although it is doubtful if he will be able to do so without shifting to the shoulders of the great multitude additional burdens which they ought not to bear.

It is obvious that the roads cannot increase wages without correspondingly increasing their rates for service. That thought runs through the entire discussion in Washington. But the roads cannot increase rates without the approval of the Interstate Commerce Commission, which takes months and years to reach a decision, during which interim the roads would be flirting with bankruptcy.

Granting, however, that the roads could immediately increase their rates and so pass the added cost on to the general public, the settlement of the issue by this means would be nothing more than a rank outrage. We do not believe that the millions of workers in this country who are neither capitalists nor members of unions should forever be the goat. Whenever there is any property there is an instant demand from a special group of workers for increased wages. They usually get some increase. They have forced their wages up and up until it is quite obvious that there is no large class of employes in America receiving such fair and generous remuneration as the railroad men who are now demanding more. The issue, therefore, is not simply whether there shall be a paralysis of traffic or not. It is the larger issue of whether the people of the United States shall have a wholly unnecessary tax imposed on them without their consent. To grant wage increases amounting to \$100,000,000 annually is simply to tax the nation that amount of money, in addition to the enormous extra taxes which are about to be levied by the United States under due process of law.

It has been perfectly clear for months and even years that the railroads of the nation need encouragement instead of discouragement. They have been legislated against until it is almost impossible to get new capital for desirable railroad enterprises. If at the very moment when the roads, after a period of poverty, are at last showing profits, they are to be held up and those profits taken from them by the arbitrary decision of their employes, the development of the country is in for a setback that will be absolutely calamitous.

The men are entitled, we believe, to an eight-hour day, but that does not seem to be what they want. The extra pay for extra time is the snake in the grass. We take it that there would be an awful howl if the men were actually prohibited from working more than eight hours a day. It is just as bad for the unions to charge all the railroads can bear as it is for the railroads to charge all the traffic will bear.

The President is confronted with a double duty. He must, first, prevent a strike; and he must, secondly, prevent the shifting to the shoulders of the people of an annual tax of \$100,000,000, to be paid by ordinary workers to a special class of workers who already are excellently remunerated, according to existing and fair standards.

The public is just a little tired of always being the goat.

THE SHIPBUILDING BOOM

The House of Representatives has not gone far enough in concurring with the Senate amendments to the navy bill. Its endorsement of the building program was patriotic and not partisan. All but fifteen of the Republicans voted for the construction of 157 new vessels. These ships are needed. The plan to build four battleships and four cruisers within the next three years commends itself to thinking men.

But when the House was asked to prepare for building them it balked. The Senate bill contained an appropriation of \$6,000,000 for equipping the navy yards for building capital ships, and provided that the yards at Philadelphia, Norfolk, Boston and in Puget Sound be equipped at once. The House refused to concur in this plan.

The private shipyards capable of building battleships or any other kind of ships have all the work they can do for the next two years. It will take them two years to do work contracted for. It would be a mistake to delay two years before laying the keel for a new battleship. The Philadelphia yard could be put in shape within a few months to begin work on a warship of the largest size.

The competition of the public yards will secure favorable bids from the private yards without injuring their business at all. The contracts to be awarded to the shipbuilders will keep them busy after they have finished the merchant ships on which they are now engaged, and will give such an impetus to the industry that the American merchant marine will be in a fair way to assume its old place on the seas.

Tom Daly's Column

"TODDY" HAMILTON
Richard F. Hamilton, better known as "Toddy," veteran newspaper man and for many years press agent for Governor Ballou's crew, the man who originated the sports story, died at Baltimore August 16, aged 70 years.

The show is out. The big top's down. And silence comes apace. For him who lashed verb and noun On tumbler, rider, queen and clown We spare this little space.

The Old Reporter

I see the Naval Reserves are off for a little while. Did I ever tell you about the cruise of the Pennsylvania, Naval Reserve took with Capt. Jack Phillip?

It was back in the early 90s. The Naval Reserve had just been organized the year before, and Robert K. Wright was commander, with George Bireel, I think, as vice commander. The first cruise had been made on the San Francisco the summer before, but this year the cruiser New York was assigned for practice duty.

The gentlemen of the press, I remember, arrived very early in the morning just as the big ship was about to slip down the river, and the incident mentioned in the article that we were to be allowed to go. The three of us, J. Henry Wood, of the PUBLIC LEDGER; Tom Moore, of the Inquirer, and I, of the Record, waited with baggage all ready, for telegraphic permission from Assistant Secretary McAdoo. It came to us at 2 o'clock. We secured a deep sea-going launch and went down Broad street under full sail.

Makes It Warm For the Dub

Now that the Cobb's Creek Park links are in full swing, would it be proper to refer to the little waterway that forms a hazard there as the "Golf Stream"?

Chats With Famous Athletes

Mr. R. C. James, who thought nothing of trimming Mr. Oswald Kirkby on the nineteenth green at Merion last fall, says: "While I am for the moment not playing strictly championship golf, I am still unbeatable at my main accomplishment, I can drive an automobile through the heart of the busy city without for a moment pausing in the least for a moment's delay."

Pardon, Madame, Come Right In!

Sir—Are there no fair athletes? Why not chat with me, if I may be so bold? I think I can tell you something worth adding to the list of indoor sports. It's a little game, I indulge in it every morning. She begins it in this fashion: She approaches the bedroom door and knocks. "Come in!" she says. She opens the door and she says to her visitor, "What a beautiful day!" she says. I look up and catch her eye with mine, but cannot hold it. It disappears, but the "come in" is still there. "What a beautiful day!" she says. I attack that. It vanishes. It retreats into the hall. My voice, reinforced, follows, and if I am quick enough my sortie is successful. "Come in!" she says. She opens the door and she says to her visitor, "What a beautiful day!" she says. I attack that. It vanishes. It retreats into the hall. My voice, reinforced, follows, and if I am quick enough my sortie is successful.

Our Blackmail Dept.

What if it were to a lady prominent in social and charitable circles to suppress the story of how she fussed and hurried to get her house ready to entertain Lady Eglantine—at the suggestion of a rival—and how mad she was upon discovering that Lady E. was a hen?

Sir—If this isn't your business, wouldn't you like to get out of business or doesn't it care what happens to the long-suffering horse? The fact is, the police don't seem to want to get in on the act. The horse is the property of the County Society on the job. The agent of the County Society is the man who is the horse's best friend. The horse is the property of the County Society on the job. The agent of the County Society is the man who is the horse's best friend.

Dear Sir—You missed a good one last week when the EVENING LEDGER showed the pictures of grangers. Since we lived in the country they seem to have started raising very masculine hens, judging from the illustration of the hen the farmer was holding. Is it possible suffrage has something to do with this?

We have referred your enquiry to a gentleman with long, white bushy hair, who frequents a neighboring deck and who looks as if he might be able to answer your agricultural query if not the political one.

A military shop at Front and Dauphin streets advertises: These comprise dress suits suitable for young and middle-aged women, large and small shapes.



THE EARLIEST COLONIAL DAME

Virginia Dare, First Child of English Parents Born in America, Holds that Record, But No One Knows Who Her Descendants Are

By JOHN ELFRETH WATKINS

A BLACK wall of mystery faced the Jamestown colonists when they landed in Virginia in 1607. Sir Walter Raleigh had charged them to seek Virginia Dare, the first native white American, and her fellow colonists, upon whom the forest primeval had so mysteriously closed some 20 years before. But only the pines and the hemlocks in the depths of that leafy wilderness could tell whether these lost ones had so strangely vanished, and until Raleigh's head fell upon the block of the executioner, it was troubled with wonder as to the fate of his "lost Roanoke colony."

Those 150 men, women and children he had sent to Virginia to found an agricultural State in 1607. In three ships they had sailed gaily out of Plymouth on a balmy morning of April, but they did not touch their restless feet to the sands of Roanoke Island until the sun of late July had scorched it. Their governor, John White, brought with him his daughter Eleanor and her husband, Ananias Dare. The colonists had hardly heaved their cabins out of the woods when they had occasion to celebrate the birth of a daughter to Eleanor and Ananias, and the Governor christened his little granddaughter—the first child of English parents born in the new world—Virginia Dare, in honor of the new Province and of Britain's Virgin Queen.

Having upon his arrival found skeletons of an English colony that had preceded him, Governor White wisely determined to cultivate the friendship of the Indians. So Chief Manteo, who lived some distance away upon Croatan Island, was given the title of baron and Lord of Roanoke, thus receiving the first and last peerage ever created on our soil. At the same time Manteo accepted the rites of the Christian baptism, and both his friendship and spiritual redemption appeared to be assured.

It soon became necessary for the ships that had brought the colony to return to England for supplies and Governor White went along to hasten their return. He left behind him 89 men, 17 women and 2 children. On his way home he touched at Ireland, where he gave the populace

COMPULSORY ARBITRATION

In Australia and New Zealand legislation has gone farther than in Canada. Roughly described, the New Zealand compulsory arbitration act creates a number of industrial districts, in each of which is a board of conciliation to which disputes must be referred. If conciliation fails, the dispute goes to a general arbitration court for the islands, the findings of which are final. New Zealand was prematurely called the "country without strikes"; but strikes and lock-outs are legal there only if the parties to them are bound by no award or agreement; and there have been about 50 in the last 20 years. All unions of employers or employees are expected to register under the act in order to obtain its benefits. The effectiveness of the general measures against industrial warfare was demonstrated when in 1912 an attempted syndicated strike on shipping and railways was blocked by a spontaneous uprising of the people to man these industries. In Australia a similar law was passed a decade ago, and it also has worked well, though troubles persist—as is shown by the recent Golden Hill strike, endangering the Labor Government. In neither Australia nor New Zealand were these laws so well worked as organized labor not so strong and guaranteed so many benefits under paternal legislation. Minimum-wage laws, factory acts, workmen's compensation, have protected labor interests and eliminated industries not able to comply with them. The compulsory arbitration acts are the capstones to a complex structure of laws such as exists nowhere else—New York Evening Post.

MY DOG

When my dog looks at yer friendly outer meelin' pretty eyes, An' he wags his tail an' tries ter lick yer hand; Then I don't care wat yer look like an' I don't care wat yer breed, Yer good enough for me—yer understand?

Sometimes a human bein' judges by yer fancy coat, An' if yer gloves an' shoes is new an' white; But a dog, when he looks at yer, doesn't notice little things; A dog—a dog he judges by yer soul!

When my dog looks at yer friendly like he wants to see yer smile, An' he wags his tail, lovin', when yer call; I'd like yer if yer was alone without a home 'n' friend, A burglar—tramp or anything at all!

Sometimes a human bein' likes yer sur-face—polished-up— Yer talk or table manners plays their part; But a dog, when he looks at yer, goes be-hind the top veneer; A dog—a dog he judges by yer heart! —Christian Herald.

SAFETY

It remained for a contributor to the New York Tribune to reveal the total depravity of those man-eating sharks. "You will

TAPERING OFF THE DRINK HABIT

Decrease in Use of Alcohol Marked Since 1911—Slump of 237,000,000 Gallons in One Year

UNCLE SAM is tapering off on the drink habit. You might not think so if you compared the consumption of 1880 with what was drunk in 1915, for the per capita consumption of alcoholic drinks of all kinds in the former year was 4.68 gallons. This was made up of 1.83 gallons of distilled spirits, 27 of a gallon of wine and 1.83 gallons of malt liquor. For the fiscal year ending June 30, 1916, the total amount drunk, when aggregated among the total population, was 18.3 gallons each for every man, woman and child. There is an increase here of more than a quart a week for each inhabitant. Every one knows that there are four kinds of liars, including the plain or open variety. Perhaps it would be more up to date to say the golf variety. There come the damned liars, with statistics closing up the procession, headed by Diezelsbeek, the Father of Lies. If a man chosen to use these figures he could prove to those who do not know better that Americans are drinking more than ever before. But it would be easy by citing more figures to show that he was attempting to demonstrate what was impossible. The consumption of liquor in the United States did increase rapidly in the last half of the nineteenth century. It grew from 4.08 gallons in 1850 to 16.82 gallons in 1899. Then from 1899 to 1907 it expanded until the per capita consumption was 22.79 gallons. This was an increase in nine years of more than the total per capita consumption in 1850. It amounted in round numbers to 400,000,000 gallons. There was a slump in the next three years, but in 1911 the average amount drunk rose again to the level of 1907.

The quantity drunk since then has fluctuated from year to year, but the tendency has been downward. The recent of 19.8 gallons for 1915 is lower than for any previous year since 1903, when it was 19.67 gallons. The marked decrease is of recent origin. When the total consumption for the five years from 1911 to 1915 is compared with the consumption for 1915 we find that the decrease amounts to 751,972,372 gallons, or an average of more than 140,000,000 gallons a year. The figures for 1915 consumption in detail follow:

Table with 2 columns: Year, Gallons. 1914: 237,673,474 gallons less than in 1914. 1913: 217,925,170 " " " 1913. 1912: 112,829,915 " " " 1912. 1911: 152,761,664 " " " 1911. 1910: 39,768,129 " " " 1910.

751,972,372 gallons decrease in five years. This whole country drank only 210,000,000 gallons of all kinds of liquor in 1915, or only about 59,000 gallons more than the decrease of 1915. In 1914 we drank on an average .52 of a gallon of wine. In 1915 we drank 29.54 gallons of beer apiece in 1914 and 2.3 gallons less the next year. The falling off in the use of spirits was equally marked, for the per capita consumption fell from 1.43 gallons in 1910 to 1.12 gallons in 1915. Spirits are falling off in popularity, for in 1910 the average amount used was 2.24 gallons, while the we drank only 1.58 gallons of beer per capita. Beer is still the most common drink, as it has been since 1860. In only two of the eight years from 1907 to 1915, inclusive, did the average amount drunk fall below 20 gallons. This makes the slump to 18.24 gallons in 1915 most remarkable.

What Do You Know?

Queries of general interest will be answered in this column. Ten questions, the answers to which every well-informed person should know, are asked daily.

QUIZ

- 1. What part of the world is identified by the expression "the Near East"?
2. What is the Landsting?
3. Why is Tito's Peak so called?
4. What are the Dry Tortugas?
5. What is meant by "line-colling"?
6. What is a "posse comitatus"?
7. Where in Philadelphia is Vernon Park?
8. Who is W. S. Stone?
9. The second anniversary of perhaps the most important battle of the war will be celebrated September 5 and 6. What was this battle?
10. The earthquake in the Italian Alps was caused as a result of the fall of Gorkia?

Answers to Yesterday's Quiz

- 1. The Susan B. Anthony amendment to the Constitution provides that the right to vote shall be denied or abridged by any State on account of sex.
2. Nagsasaki is an important city and seaport on the west coast of the island of Kishiu.
3. Joseph P. Tumulty is the secretary to the President.
4. Philadelphia produces annually \$22,000,000 worth of carpets and rugs.
5. Mothers' Day, which became a national memorial by proclamation of the President, is observed on the second Sunday in May.
6. In time of war the President may seize the railroads for military purposes.
7. The cerebellum is the brain.
8. It is the duty of the Board of Mediation and Conciliation to settle by mediation, conciliation and arbitration controversies between employers and the like arising between labor and their train haulers.
9. Charles F. Marvin is the chief of the Government Weather Bureau.
10. Frederick A. Muhlenberg, Calamba A. Gray and Samuel J. Randall, of Pennsylvania, are the members of the Speaker of the House of Representatives.

A Technical Distinction

Editor of "What Do You Know?"—Answers to Yesterday's Quiz of August 15 contains a technical inaccuracy which, I am confident, you will be pleased to correct. No. 9 states: "The Saturday Evening Post has a larger circulation than any other American periodical." The inaccuracy lies in the fact that the term "periodical" is defined by the postal laws and regulations as a publication issued at intervals longer than one week, whereas "What Do You Know?" is issued weekly or less frequently.

AMUSEMENTS

STANLEY MARKET ABOVE 11th to 12th
VIVIAN MARTIN
In First Presentation of "THE STRONGER LOVE"
PALACE 1214 MARKET STREET
MARIE DORO
In "COMMON SENSE"

B. F. KEITH'S THEATRE
AS GOOD AS A VACATION
SOPHIE TUCKER
AND HER KINDS OF SYMPATY
Eva Taylor-Lewis, Gladys & Helen
Today at 2, 5:30 & 8:30. Tonight at 7:30 & 9:30.

Globe Theatre MARKET and 11th
MATTIE CHOATE & CO.
In "THE GIRLS FROM KODOMO"

Victoria Douglas Fairbanks
"THE HALF BROTHER"
Add—Max Frenkel, "THE HALF BROTHER"
Theatrical Musical Comedy.

Arcadia
"LEUTENANT DANIEL, U. S. A."
WOODSIDE FREE AT ALL TIMES
FIREWORKS EVERY FRIDAY NIGHT

ADAMS BARNETT ENTERTAINERS
PARTY NIGHTS MON. TUE. WED. THUR. FRI. SAT. SUN.